

AMENDMENTS TO THE SPECIFICATION:

Please amend the title on page 5, before line 4 as follows:

SUMMARY OF THE INVENTION

Please amend the paragraph at page 5, line 4:

It is therefore an object of the present invention to provide an exhaust gas purification system of an internal combustion engine capable of avoiding poisoning of a catalyst, which is disposed in an exhaust gas after-treatment device, due to hydrocarbon. Thus, an operation for recovering catalytic activity can be omitted, so deterioration of capability of combusting particulate matters or capability of purifying harmful components due to the catalytic activity recovering operation can be reduced or even prevented. Meanwhile, carbonization of the adhering hydrocarbon also can be reduced or prevented. Thus, performance of the catalyst can be maintained for a long time and a highly reliable device can be provided.

Please amend the paragraph at page 6, beginning at line 9:

The temperature of the exhaust gas after-treatment device greatly affects the poisoning due to the hydrocarbon (the hydrocarbon poisoning). Therefore, the upper limit value of the permissible quantity of the supplied hydrocarbon is determined in accordance with the temperature of the exhaust gas after-treatment device. Meanwhile, the hydrocarbon supplying means is controlled so that the quantity of the supplied hydrocarbon does not exceed the upper limit value. Thus, the hydrocarbon poisoning itself can be reduced or prevented, and an operation for recovering catalytic activity is unnecessary. Therefore, problems of decrease in

purifying performance during the catalytic ability recovering operation or carbonization of adhering hydrocarbon can be reduced or prevented. Thus, a highly reliable device with high catalytic performance can be provided.

Please change the title at page 7, line 25:

DETAILED DESCRIPTION OF THE REFERRED PREFERRED EMBODIMENT

Please amend the paragraph at page 8, beginning at line 16:

An exhaust gas temperature sensor 41 is disposed in the upstream exhaust pipe 2a upstream of the DPF 3. Another exhaust gas temperature sensor 42 is disposed in the downstream exhaust pipe 2b downstream of the DPF 3. The exhaust gas temperature sensors 41, 42 are connected to an electronic control unit (an ECU) 6. The exhaust gas temperature sensor 41 senses temperature of the exhaust gas at an inlet of the DPF 3 and outputs the temperature to the ECU 6. The exhaust gas temperature sensor 42 senses the temperature of the exhaust gas at an outlet of the DPF 3 and outputs the temperature to the ECU 6. The upstream exhaust gas temperature sensor 41 is used as temperature sensing means for estimating the temperature of the DPF 3 in hydrocarbon supply quantity control (explained herein after). An airflow meter (an intake quantity sensor) 43 is disposed in an intake pipe 11 of the engine 1. The airflow meter 43 senses air intake quantity and outputs the intake quantity to the ECU 6. The intake pipe 11 is connected with the upstream exhaust pipe 2a upstream of the DPF 3 through an exhaust gas recirculation passage (an EGR passage) 71 having an exhaust gas recirculation valve (an EGR valve) 7. The ECU 6 controls the drive of the EGR valve 7.

Please amend the paragraph at page 21, beginning at line 24:

As explained above, in the present embodiment, the hydrocarbon poisoning can be precluded and the deterioration of the performance of the catalyst due to the adhesion of the hydrocarbon can be reduced or avoided. Moreover, the deterioration of the fuel consumption due to the operation for eliminating the hydrocarbon poisoning can be reduced or avoided.